

IN STRICT CONFIDENCE.

Women Obtain Mrs. Pinkham's Advice and Help.

She Has Guided Thousands to Health.—How Lydia E. Pinkham's Vegetable Compound Cured Mrs. Fred Seydel.



It is a great satisfaction for a woman to feel that she can write to another telling her the most private and confidential details about her illness, and know that her letter will be seen by a woman only, a woman full of sympathy for her sisters, and above all, a woman who has had more experience in treating female ills than any living person.

Over one hundred thousand cases of female diseases come before Mrs. Pinkham every year, and this has been going on for twenty years, day after day. Surely women are wise in seeking advice from a woman of such experience, especially when it is absolutely free.

Mrs. Pinkham never violates the confidence of women, and every testimonial letter published is done so with the written consent or request of the writer, in order that other sick women may be benefited as they have been.

Mrs. Fred Seydel, of 412 North 54th Street, West Philadelphia, Pa., writes:

Dear Mrs. Pinkham:—Over a year ago I wrote you a letter asking advice, as I had female ills and could not carry a child to maturity. I received your kind letter of instructions and followed your advice. I am not only a well woman in consequence, but have a beautiful baby girl. I wish every suffering woman in the land would write you for advice, as you have done so much for me.

Just as surely as Mrs. Seydel was cured, will Lydia E. Pinkham's Vegetable Compound, cure every woman suffering from any form of female ills.

No other medicine in all the world has such a record of cures of female troubles as has Lydia E. Pinkham's Vegetable Compound. Therefore no prudent woman will accept any substitute which a druggist may offer.

If you are sick, write Mrs. Pinkham, Lynn, Mass., for special advice. It is free and always helpful.

DIRECTORY

CENTRAL TRADES COUNCIL.

There will be a meeting of this body on the first and third Wednesdays of each month at 7:30 p. m. All delegates are requested to be present.

Z. W. ROBERTS, President.

W. L. DELAY, Secretary.

Pensacola Lodge No. 2, K. of P., meets every Monday evening at 8:00 o'clock at their Castle Hall, Blount Watson building, corner Palafox and Garden streets. Visiting brethren cordially welcomed.

J. H. BREWSTER, C. C.

H. HORSLEY, K. of R. & S.

Rathbone Lodge No. 30, K. of P., meets every Thursday evening at 8:00 o'clock in their Castle Hall, Blount Watson building, corner Palafox and Garden streets. Visiting brethren cordially welcomed.

B. B. CERUTI, C. C.

C. J. Levy, K. of R. & S.

Knights of Columbus.

Meetings of the Knights of Columbus are held at their hall, No. 8 West Intendencia street, on every Monday evening at 7:30 o'clock. An invitation is extended to visiting Knights.

JOHN B. JONES, Grand Knight.

EDM. FOX, Recorder.

Pensacola Lodge No. 4, I. O. O. F., meets every Thursday evening at 7:30 o'clock at the new hall on West Garden street. Visiting brethren cordially invited.

T. G. STINSON, C. C.

B. R. WITKOWSKI, Secretary.

REBEKAH SISTERS.

Naomi Lodge No. 10, Rebekah Sisters meets every Monday night at 8 o'clock in I. O. O. F. Hall. Visiting sisters cordially invited.

MISS MAMIE FREEMAN, Secretary.

W.O.W.

Life Oak Camp No. 1, W. O. W., meets in Pythian Hall 1st and 2nd Wednesdays in each month. Visiting sovereigns cordially invited.

F. A. BOGICH, C. C.

LESLEY E. BROOKS, Clerk.

Excelsior Encampment, I. O. O. F., meets on second and fourth Wednesdays at I. O. O. F. Hall, on West Garden street. Visiting patriarchs invited.

T. G. STINSON, C. C.

JOHN WILLOCK, Scribe.

Chief Patriarch.

Joppa Lodge, No. 6, I. O. O. F., meets every Tuesday evening at 7:30 o'clock at Rufford Hall, West Garden street. Visiting brethren cordially invited.

H. J. DEVERNE, N. G.

C. L. SMITH, Sec.

Oak Grove Lodge No. 4, Woodmen's Circle, meets every Thursday at 8 p. m. Visiting sovereigns cordially invited.

MRS. M. B. OLSEN, Guardian.

LILLIE BRANUM, Clerk.

M. E. B. A. No. 81 meets first and third Wednesday evening at 7:30 p. m., Rufford Hall, No. 10 West Intendencia Street.

A. G. FELL, Pres.

J. L. SWEENEY, Sec.

DROWNED WHILE IN BATHING SUNDAY

Wilbur Morrison, a Young Man, Met Death While Alone in a Bath House.

Wilbur Morrison, a young man about eighteen years of age, met death by drowning yesterday, while bathing in Klein's bath house in the western portion of the city. The young man was alone at the time of his death, and his body was not discovered for several hours.

Young Morrison went to the bath house early in the forenoon, intending to leave there within a short time. He was alone when the accident occurred, which caused his death. He was subject to epileptic fits, and it is presumed that while in the water he was taken with one of these, and of course was drowned.

The water in the bath house was not of sufficient depth to drown him unless he was so stricken.

Shortly before the noon hour George Beirne went to the place to go in bathing. He noticed some clothing in the place when he first entered. When he reached the water about the first object to be touched by his foot was the body of Morrison, which had not arose to the surface. Beirne brought the body out and notified the owner of the place.

Coroner Landrum was notified and rendered a verdict in accordance with the facts.

THE PARIS CAFE.

It Is the Frenchman's Outdoor Home Part of the Day.

For an hour or two of the day the cafe is the Parisian's outdoor home. There he gets all the morning and afternoon papers. There if he likes he may write his business letters and private correspondence. Many a "client" writes all or most of his correspondence at his little marble topped table. The garcon brings him the black portfolio stocked with letter paper and envelopes and pens and ink. Notre client may use up as much paper and envelopes as he pleases. These are provided by the staff of waiters at their own charge, not by M. le Patron, the landlord—a curious custom. Notre client is welcome to sit there all day long over his newspapers and correspondence and his glass of bordeaux, or his "lait chaud" (perhaps with a nip of rum in it when the weather is cold).

The counter is reserved for waiters and for M. le Patron's wife or daughter or lady clerk, who sits behind it receiving orders.

The "habitués," "nos clients" or passing customers are comfortably seated at their neat, scrupulously clean little tables. Outside the chairs and little tables are arranged in rows, three, four, five, six deep. There "nos clients" sit at their ease underneath the broad awning when the sun is ablaze. Winter drives "notre client" indoors, though out he will come again on the slightest temptation from the weather, for your Parisian loves fresh air, loves to gaze over his light bordeaux or his "bock" at the tide of human life as it sweeps by. On the inner half of the pavement beneath the awnings, behind the trees, along the miles of boulevard, sit in their thousands in spring, summer and autumn the customers of the Paris cafe.—London News.

The Hamburg Bourse.

Hamburg's first bourse, established in 1558-60, was a shelterless, paved meeting place, 112 feet long and 42 feet wide, supported toward the water front by means of bulwarks and having its three other sides surrounded by a low stone wall. In 1577 the bourse was enlarged by adding a cloth hall, supplied with a roof. The present bourse also differs in many respects considerably from American and other foreign exchanges. No membership exists here, but attendance and admittance to all privileges of the floor free of charge are permitted to every respectable male person.

Derby's Market Stone.

In Derby, England, there is a curious relic of the great plague of 1665. It stands in the arboretum gardens and is commonly called "the market stone." To avoid infection the country folk from the surrounding villages would leave their orders for anything they might want with the watchman, who used to go into the town, make the necessary purchases and deposit them on the steps of "the market stone."

A Good Reason.

The good woman was distributing a few tracts behind the bars. "And what are you in for, my unfortunate friend?" she asked of No. 1318.

"Cause I can't git out," sullenly answered the prisoner.

And the good woman passed on.

An Extended Sonnet.

"He doesn't display much originality in his poems."

"Doesn't he? He wrote a sonnet with twenty-three lines the other day. If that isn't originality, what do you call it?"—Chicago Record-Herald.

Active Natures are Rarely Melancholy.

Activity and sadness are incompatible.—Bovee.

CITY COUNCIL IN SPECIAL SESSION

When Amended Ordinances of Proposed Railroads Were Read First and Second Times.

GRANTING THE PROJECTORS THE RIGHT TO PLACE TRACKS IN CERTAIN PORTIONS OF THE CITY—WORK IS TO COMMENCE AT AN EARLY DATE.

The City Council held a special session yesterday at 11 o'clock, the meeting being for the purpose of considering the amended ordinances of the two new railroads, which are proposed, one running from Pensacola to Memphis and the other from Pensacola to Andalusia.

Mayor Bliss presided, and Aldermen Baars, Cahn, D'Alemberte, McHugh, Maura, Reilly, Watson, Wright and Yonge were present.

The joint committee, composed of members of the ordinance and engineering and the franchise committees submitted the two ordinances, which had been referred at the last meeting. The papers were each read the first time, and upon motion were placed upon their second reading.

There are a number of changes in the new ordinances, but as read will be satisfactory, it seems, to both the council and promoters. The ordinances were both ordered published and are as follows:

AN ORDINANCE.

Granting to the Pensacola & Northwestern Railroad Company, its successors and assigns, the right of way through, over, along and across certain streets in the City of Pensacola, and certain rights in and to the water front thereof.

Be it ordained by the Mayor and City Council of the City of Pensacola, Florida:

Section 1. That there be, and is hereby granted to the Pensacola & Northwestern Railroad Company, a corporation of the State of Florida, its successors and assigns, a right of way for railroad tracks, and the right to own, construct, maintain, operate and run, by steam or electricity, locomotives, engines and cars thereon, over, along, across and through the following named streets, to-wit:

Beginning where a prolongation in a straight line of Oliva Street would reach the northern boundary of the City, and thence southward, to, along and through said street, on the east side thereof, to Main Street; also, from the intersection of 1st Street and Chipley Street, along Chipley Street and Hannah's Alley, eastward to Spring Street; also from a point on the track on Oliva Street, at or about Gregory Street, to a point on the track on Chipley Street, at or about D Street; and from a point on the track on Oliva Street, at or about Government Street; also from a point on the track on Oliva Street, at or near the intersection of Chase Street, to and across Garden and other intervening streets, to a point on Hannah's Alley, in Block Fifty-Seven or Block Fifty-Eight, connecting with the track on said Alley, and from the track on Hannah's Alley, at a point between DeVilliers Street and Coyle Street, to a point on Reus Street, between Garden Street and Intendencia Street, and thence down Reus Street, at the pier head line established by the United States Government; also from the northern border of the City where C Street touches the northern border, down C Street to the intersection with the track to be constructed between the junction of Gregory and Oliva Streets and the junction of D and Chipley Streets; under authority given in this Section; Also the right to make all necessary connections between the said tracks upon the streets upon which they are constructed.

The right of way herein granted for a railroad is intended to permit double tracks on all streets except on Oliva and Chipley Streets, and to embrace the privileges of running spur tracks into the yards, depots and warehouses of the grantee, its successors and assigns, at such places, and in such number as the City Council may determine upon application by it or them.

The west side of Oliva Street is reserved for a grant made concurrently herewith to the Pensacola, Alabama & Western Railroad Company, its successors and assigns.

Before the curve to the west of Oliva Street, reaching from Oliva Street to Chipley Street, and the curve from Chase and Oliva Streets to Hannah's Alley, and the curve from Hannah's Alley to Reus Street, shall be built, a plat thereof, showing the location of all said tracks, and the manner of construction, shall be made by said grantee, its successors or assigns, and submitted to, and approved by, the City Council.

Whenever the construction of the railroad upon the streets prescribed in this ordinance will necessitate the making of angles upon which it is impracticable to construct tracks and operate trains thereon, the said grantee, its successors or assigns, are hereby granted the right to construct the said lines, except to make the necessary and practicable curves, and to that end, to cross such streets not named herein as may be necessary, provided that before such curves shall be constructed, maps or plats showing same shall be submitted to the City Council, and approved by it.

Section 2. That there is hereby granted to the said grantee, its successors and assigns, all the right, title and interest of the City in and to the space between the shore line on the north and the pier-head line established by the United States government, and between Barcelona Street on the East and DeVilliers Street on the West, for the purpose of the construction of piers and warehouses, and the running of tracks thereon, and also the right to build wharves on Reus Street, and lay tracks thereon, as required by the business of the said road. The grant hereby made, and the rights hereby conferred, are subject to the provisions of the Act of the Legislature granting said space to the City of Pensacola.

There is also granted hereby to the said grantee, its successors and assigns, all the land owned by the City west of and bordering on Spring Street, and lying between Garden and Romana Streets, and the said grantee, its successors and assigns, shall have the right to convey to the Pensacola, Alabama & Western Railroad Company, a corporation of Florida, its successors and assigns, a one-half interest in the land granted by this Section, and in the use thereof for such depot and terminal purposes, or to arrange with the Pensacola, Alabama & Western Railroad Company, its successors or assigns, for the joint use of any depot and terminal facilities erected thereon by the grantee, its successors or assigns, upon terms to be agreed upon by the said grantee, its successor or assigns, and said Pensacola, Alabama & Western Railroad Company, its successors or assigns.

Section 3. The right is reserved to the City to grant the privilege to other railroads to cross any track laid on the streets hereby granted and to pass and enforce such reasonable regulations and requirements as to the manner of operating the railroad upon any of the streets or wharves, and the location and number (except as herein otherwise provided) of tracks therein as it may deem necessary and proper.

Section 4. Work on the main line of said railroad between Pensacola and Andalusia shall be commenced before March 1, 1906. Failure to comply with this provision of this Section shall operate as a forfeiture of all the grants, rights and privileges granted hereunder. The work on the spur tracks and wharf tracks shall be completed from time to time as the necessities of business require. The entire road shall be completed from Pensacola to Andalusia, Alabama, on or before September 1, 1907, and a failure to complete the same within the said time shall operate as a forfeiture of all the rights and grants and privileges granted under this franchise. If any street not now under water or the land on Spring Street granted for depot and terminal purposes shall not be occupied for the purposes authorized herein by the grantee, its successors or assigns, under the privileges herein conferred, before the first day of September, 1909, all privileges herein granted shall cease as to any such street or said depot and terminal property and said privileges shall cease also as to any such street, wharf or other property if the grantee, its successors or assigns shall discontinue the use thereof for twelve consecutive months, under water or the land on Spring Street granted for depot and terminal purposes shall not be occupied for the purposes authorized herein by the grantee, its successors or assigns, under the privileges herein conferred, before the first day of September, 1909, all privileges herein granted shall cease as to any such street, wharf or other property if the grantee, its successors or assigns shall discontinue the use thereof 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